

LOCKHEED AIRCRAFT CORP.		ENGINEERING STUDY <input type="checkbox"/>		CHANGE PROPOSAL <input checked="" type="checkbox"/>		LAC - 9				
DATE 3-23-59		AFFECTS : WSPO <input checked="" type="checkbox"/>		PROJECT <input checked="" type="checkbox"/>						
NAME OF MAJOR COMPONENT Fuel System		PART OR LOWEST SUBASSEMBLY Flowmeter		PART NO. & MODEL OR TYPE --						
TITLE OF PROPOSAL : Fuel Flowmeter Installation										
NATURE OF PROPOSAL : Replace engine Pressure Ratio indicator system with a G.E. Fuel Flow Indicator System. A Transmitter (P/N 8TJ596AA-2) and an Indicator (P/N 8DJ86LAA-1) with digital counter have been installed at flight test since October, '58. This prototype installation has proven to be excellent for U-2 purposes.										
REASON FOR PROPOSAL : The Pressure Ratio Indicator has never been a reliable instrument at high altitude due to its inability to respond to the extremely low pressures it is sensing. Some engines require the pilot monitoring pressure ratio or fuel flow to prevent flame-out. Parts consumption of pressure ratio components is high due to maintenance efforts to clear write-ups. Operational personnel feel this change is very worth while. Ref. U.R.'s 58-62, 58-114, 58-133, 58-154, 58-175, 58-550, 58-559, 58-649, 58-687, 58-847, 58-896, 58-910 and 58-1185.										
ES		ESTIMATED COST AND TIME INVOLVED : -- ADDITIONAL FUNDING REQUIRED : --								
CP		ESTIMATED COST FOR KITS OR PARTS : See Page 2 ADDITIONAL FUNDING REQUIRED : See Page 2								
ITEMS AFFECTED BY PROPOSAL :										
SAFETY <input type="checkbox"/>	MISSION EFFEC- TIVENESS <input checked="" type="checkbox"/>	PERFORM- ANCE <input checked="" type="checkbox"/>	OPERATING PROCEDURE <input checked="" type="checkbox"/>	INTER- CHANGE- ABILITY <input type="checkbox"/>	WEIGHT OR WEIGHT & BALANCE <input type="checkbox"/>	TOOLS & SUPPORT EQUIPMENT <input type="checkbox"/>	MAINTENANCE PROCEDURE <input checked="" type="checkbox"/>	SERVICE LIFE <input type="checkbox"/>	FLIGHT MANUAL <input checked="" type="checkbox"/>	MAINTENANCE MANUAL <input checked="" type="checkbox"/>
EST. MAN/HRS. REQ'D. TO ACCOMPLISH CHANGE IN FIELD 40 hrs. with engine removed.										
SOURCE OF PARTS FOR KIT LAC					AVAILABILITY 15 WEEKS AFTER APPROVAL					
DISPOSITION OF SPARES AFFECTED See Page 2								STATINTL		
INITIATED BY : LAC					APPROVED : WSPO			PROJECT		

Estimated Cost for Kits:

This Kit not required for J-75 airplanes for Customer No. 1. There is a quantity price break at approximately 25 Kits.

Project (Customer No. 1)

\$3,600 per Kit x possible 9 ships \$ 32,400

This price would reduce to \$3,500 per Kit if this change is approved by both Project and WSPO.

WSPO (Customer No. 2)

\$3,500 per Kit x 29 ships \$101,500

Additional Funding Required

Project - Approx. total cost (incl. spares) \$60,000 chargeable to SP-1917.  
May be accomplished against FY '59 funds with possible additional funding required not to exceed \$10,000. May be set up as an item in FY '60 funding.

WSPO - Approx. total cost (incl. spares) \$160,000 chargeable to SP-1917.  
Additional funding required in either FY '59 or FY '60.

Effect on Spares

Obsoletes Item 358 - 45716 P.R. Indicator and Item 463.1 37682-2 P.R. Transducer. These items may be turned in to AF stock.

Contractor recommends the following spares for the Fuel Flowmeter:

<u>Part</u>	<u>PROJECT</u>			<u>WSPO</u>	
	<u>Estimated Unit Price</u>	<u>Quantity</u>	<u>Total Price</u>	<u>Quantity</u>	<u>Total Price</u>
Transmitter	\$1,040	10	\$10,400	22	\$22,880
Indicator	1,370	6	8,220	12	16,440
Power Supply	875	10	8,750	16	14,000
	Approx. Total Price		<u>\$27,370</u>		<u>\$53,320</u>